

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

86

Smyth County
Town of Marion
Town of Chilhowie
Town of Saltville

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
11	0.04	2700	G	From:	Washington County Line				F	0.109	F	0.631	2700	G	2003	
				To:	WCL Chilhowie											
Town of Chilhowie																
11	1.13	2700	N	From:	WCL Chilhowie				N	0.109	N	0.631	2700	N	2003	
				To:	SR 107 Chilhowie											
11	1.51	7200	G	From:	96%				C	0.115	F	0.646	7300	G	2003	
				To:	ECL Chilhowie											
Smyth County																
11	2.80	7200	N	From:	ECL Chilhowie				N	0.115	N	0.646	7300	N	2003	
				To:	86-645											
11	4.32	3200	G	From:	96%				F	0.09	F	0.541	3300	G	2003	
				To:	FR 7											
11	0.66	11000	G	From:	96%				F	0.088	F	0.643	11000	G	2003	
				To:	WCL Marion											
Town of Marion																
11	S Main St	0.52	9700	G	From:	WCL Marion				C	0.089	F	0.615	10000	G	2003
					To:	Greenway Ave										
11	S Main St	0.40	9800	G	From:	98%				F	0.087	F	0.604	10000	G	2003
					To:	Anderson St										
11	Main St	0.41	10000	G	From:	98%				F	0.081	F	0.511	11000	G	2003
					To:	SR 16										
11	Main St	1.19	19000	G	From:	97%				C	0.085	F	0.501	20000	G	2003
					To:	SR 16 Commerce St										
11	E Main St	0.20	18000	G	From:	97%				F	0.082	F	0.523	19000	G	2003
					To:	N Main St										
11	Main St	0.04	22000	G	From:	96%				F	0.088	F	0.538	24000	G	2003
					To:	Pendleton St										
11	Main St	0.13	18000	G	From:	96%				F	0.084	F	0.502	19000	G	2003
					To:	Staley St										
11		0.07	14000	G	From:	96%				F	0.089	F	0.583	15000	G	2003
					To:	Park St										
11	N Main St	0.41	11000	G	From:	96%				C	0.098	F	0.51	12000	G	2003
					To:	Keller St										
Smyth County																
11	Lee Highway	3.18	6900	G	From:	ECL Marion				F	0.111	F	0.64	7000	G	2003
					To:	86-622 Atkins										
11	Lee Highway	3.97	3900	G	From:	96%				F	0.094	F	0.543	3900	G	2003
					To:	86-683										
11	Lee Highway	2.65	2900	G	From:	96%				C	0.090	F	0.634	3000	G	2003
					To:	Wythe County Line										
Smyth County																
16	Sugar Grove Hwy	4.48	1500	G	From:	Grayson County Line				F	0.090	F	0.675	1500	G	2003
					To:	86-676										
16	Sugar Grove Hwy	1.38	1600	G	From:	89%				F	0.089	F	0.627	1600	G	2003
					To:	86-601 Sugar Grove										
16		9.25	3000	G	From:	89%				F	0.091	F	0.67	3100	G	2003
					To:	SCI Marion										
















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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Marion																
16	S Commerce Street	0.05	8800	G	From:	I-81				F	0.091	F	0.582	9300	G	2003
					To:	SR 217										
16	S Commerce Street	0.68	8900	G	From:	US 11 Main St				F	0.091	F	0.521	9500	G	2003
					To:	US 11 Main St										
16	11 Main St	1.19	19000	G	From:	US 11 Main St				C	0.085	F	0.501	20000	G	2003
					To:	US 11 Main St										
16	Park Blvd	1.27	4300	G	From:	NCL Marion				C	0.091	F	0.594	4600	G	2003
					To:	NCL Marion										
Smyth County																
16	Park Blvd	0.59	2200	G	From:	NCL Marion				C	0.081	F	0.7	2200	G	2003
					To:	86-617 North of Marion										
16		1.93	1400	G	From:	SR 348 Hungry Mother State Pk				F	0.09	F	0.675	1500	G	2003
					To:	S SR 42										
16	Buchanan Rd	9.43	610	G	From:	S SR 42				C	0.1	F	0.734	610	G	2003
					To:	N SR 42										
16	Buchanan Hwy	2.96	190	G	From:	Tazewell County Line				F	0.11	F	0.609	190	G	2003
					To:	SR 91 Broadford										
42		2.91	770	G	From:	86-630				F	0.158	F	0.516	780	G	2003
					To:	SR 16 West Intersection										
42	Bluegrass Trail	6.68	370	G	From:	SR 16 East Intersection				C	0.098	F	0.55	380	G	2003
					To:	Bland County Line										
42	16	0.32	570	G	From:	Washington County Line				F	0.089	F	0.658	570	G	2003
					To:	SR 16 East Intersection										
42	Old Wilderness Rd	8.29	230	G	From:	SCL Chilhowie				F	0.12	F	0.639	240	G	2003
					To:	Washington County Line										
North 81		0.94	14000	G	From:	SCL Chilhowie				F	0.067	F		14000	G	2003
					To:	SCL Chilhowie										
	Combined Traffic:		30000	G	From:					F	NA		31000	G		
					To:											
Town of Chilhowie																
North 81		0.11	14000	G	From:	SCL Chilhowie				F	0.067	F		14000	G	2003
					To:	SCL Chilhowie										
	Combined Traffic:		30000	G	From:					F	NA		31000	G		
					To:											
North 81		0.45	15000	G	From:	SR 107				F	0.074	F		15000	G	2003
					To:	SR 107										
	Combined Traffic:		29000	G	From:	NCL Chilhowie				F	NA		30000	G		
					To:	NCL Chilhowie										
Smyth County																
North 81		3.44	15000	G	From:	NCL Chilhowie				F	0.074	F		15000	G	2003
					To:	NCL Chilhowie										
	Combined Traffic:		29000	G	From:					F	NA		30000	G		
					To:											
North 81		4.07	15000	G	From:	US 11; 86-645				F	0.069	F		15000	G	2003
					To:	US 11; 86-645										
	Combined Traffic:		30000	G	From:	US 11				F	NA		30000	G		
					To:	US 11										
North 81		1.03	14000	G	From:	86-730				F	0.066	F		14000	G	2003
					To:	86-730										
	Combined Traffic:		28000	G	From:					F	NA		29000	G		
					To:											

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Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
North 81				From:	86-730											
	0.69	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	WCL Marion											
Town of Marion																
North 81				From:	WCL Marion											
	0.22	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	ECL Marion											
Smyth County																
North 81				From:	ECL Marion											
	0.28	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	SCL Marion											
Town of Marion																
North 81				From:	SCL Marion											
	0.27	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	SR 16											
North 81				From:	SR 16											
	0.68	14000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:	NCL Marion											
Smyth County																
North 81				From:	NCL Marion											
	1.41	14000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:	FR-10											
North 81				From:	FR-10											
	2.99	13000	G	76%	1%	1%	1%	21%	1%	F	0.07	F		14000	G	2003
	Combined Traffic:	27000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
				To:	86-622											
North 81				From:	86-622											
	3.98	13000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
	Combined Traffic:	26000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
				To:	86-683											
North 81				From:	86-683											
	2.80	13000	F	76%	1%	1%	1%	21%	1%	F	0.077	F		13000	F	2003
	Combined Traffic:	26000	F	77%	1%	1%	1%	19%	1%	F	NA			26000	F	
				To:	Wythe County Line											
South 81				From:	Washington County Line											
	0.92	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:	SCL Chilhowie											
Town of Chilhowie																
South 81				From:	SCL Chilhowie											
	0.37	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:	SR 107											
South 81				From:	SR 107											
	0.15	14000	G	78%	1%	1%	1%	18%	1%	F	0.081	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	NCL Chilhowie											
Smyth County																
South 81				From:	NCL Chilhowie											
	3.72	14000	G	78%	1%	1%	1%	18%	1%	F	0.081	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To:	US 11 S											

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Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
South 				From	US 11 S											
	3.80	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Combined Traffic:		30000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
South 																
	1.01	14000	G	From	US 11 N											
				78%	1%	1%	1%	18%	1%	F	0.07	F		14000	G	2003
Combined Traffic:		28000	G	77%	1%	1%	1%	19%	1%	F	NA			29000	G	
South 																
	0.66	15000	G	From	86-730											
				78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Combined Traffic:		29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
To																
WCL Marion																
Town of Marion																
South 				From	WCL Marion											
	0.22	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Combined Traffic:		29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
To																
ECL Marion																
Smyth County																
South 				From	ECL Marion											
	0.05	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Combined Traffic:		29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
To																
SCL Marion																
Town of Marion																
South 				From	SCL Marion											
	0.90	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Combined Traffic:		29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
To																
SR 16																
South 				From												
	0.37	16000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		16000	G	2003
Combined Traffic:		30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
To																
NCL Marion																
Smyth County																
South 				From	NCL Marion											
	1.90	16000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		16000	G	2003
Combined Traffic:		30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
To																
US 11																
South 				From												
	2.64	13000	G	78%	1%	1%	1%	18%	1%	F	0.08	F		13000	G	2003
Combined Traffic:		27000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
To																
86-622																
South 				From												
	4.22	13000	G	78%	1%	1%	1%	18%	1%	F	0.068	F		13000	G	2003
Combined Traffic:		26000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
To																
86-683																
South 				From												
	2.30	13000	F	78%	1%	1%	1%	18%	1%	F	0.070	F		13000	F	2003
Combined Traffic:		26000	F	77%	1%	1%	1%	19%	1%	F	NA			26000	F	
To																
Wythe County Line																
Town of Saltville																
				From	WCL Saltville											
	0.52	3500	G	96%	0%	1%	1%	1%	0%	C	0.081	F	0.565	3500	G	2003
To																
Smyth County Line																
				From	Washington County Line											
	1.15	2600	G	94%	1%	3%	2%	1%	0%	C	0.086	F	0.515	2600	G	2003
To																
Palmer Ave																
				From												
	0.26	8600	G	94%	1%	3%	2%	1%	0%	F	0.092	F	0.555	8700	G	2003
To																
SR 107																
				From												
	1.96	2900	G	97%	1%	1%	1%	1%	0%	C	0.091	F	0.633	3000	G	2003
To																
NCL Saltville																

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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Smyth Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Smyth County																
91	0.17	2900	N	From:	NCL Saltville				N	0.091	N	0.633	3000	N	2003	
				97%	1%	1%	1%	0%								
91	Saltville Hwy	4.66	1500	G	From:	86-633				F	0.094	F	0.622	1500	G	2003
					97%	1%	1%	1%	0%							
91	0.54	590	G	From:	SR 42 Broadford				F	0.096	F	0.707	600	G	2003	
				97%	1%	1%	1%	0%								
				To:	Tazewell County Line											
Town of Chilhowie																
107	0.32	11000	G	From:	86-762				C	0.079	F	0.562	11000	G	2003	
				89%	1%	3%	2%	5%								0%
107	0.79	5500	G	From:	US 11				C	0.079	F	0.633	5600	G	2003	
				94%	0%	1%	2%	3%								0%
				To:	NCL Chilhowie											
Smyth County																
107	4.62	5500	N	From:	NCL Chilhowie				N	0.079	N	0.633	5600	N	2003	
				94%	0%	1%	2%	3%								0%
				To:	SCL Saltville											
Town of Saltville																
107	Worthy Blvd	2.66	4500	G	From:	SCL Saltville				C	0.098	F	0.581	4600	G	2003
					89%	1%	8%	1%	1%							
				To:	SR 91											
Town of Marion																
217	2.20	1100	G	From:	Dead End				C	0.158	F	0.827	1200	G	2003	
				99%	0%	0%	0%	0%								0%
				To:	SR 16											
Smyth County																
600	White Top Rd	5.17	140	G	From:	Grayson County Line				F	0.126	F	0.585	140	G	2003
					97%	1%	2%	0%	1%							
600	0.08	910	G	From:	86-603 SOUTH				F	0.101	F	0.5	920	G	2003	
				97%	1%	2%	0%	1%								0%
600	6.09	590	G	From:	86-603 NORTH				0.094	F	0.555	600	G	2003		
600	0.34	1200	R	From:	86-604 SOUTH				NA			NA		1998		
600	1.17	1600	R	From:	86-604 NORTH				NA			NA		1998		
600	0.27	2300	R	From:	86-605 WEST				NA			NA		1998		
600	White Top Rd	0.88	2200	G	From:	0.27 M FRM 86-605 W				C	0.089	F	0.741	2200	G	2003
					97%	1%	2%	0%	1%							
600	Riverside Rd	0.41	970	G	From:	86-762 SOUTH				F	0.103	F	0.729	980	G	2003
					97%	1%	2%	0%	1%							
600	1.26	330	R	From:	86-660				NA			NA		1998		
601	2.70	330	G	From:	Grayson County Line				C	0.103	F	0.639	340	G	2003	
				95%	2%	2%	0%	1%								0%
601	Flat Ridge Rd	0.81	840	G	From:	86-676 EAST				F	0.094	F	0.611	850	G	2003
					95%	2%	2%	0%	1%							
601	0.72	670	G	From:	SR 16 EAST				F	0.086	F	0.661	680	G	2003	
				95%	2%	2%	0%	1%								0%
601	1.80	560	G	From:	86-674				F	0.089	F	0.562	560	G	2003	
				95%	2%	2%	0%	1%								0%
				To:	86-670											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(601)	0.30	110	R	From:	86-670						NA			NA		1998	
(601)	0.50	60	R	To: From:	86-719						NA			NA		06/25/2001	
(601)	3.40	20	R	To: From:	0.50 MN 86-719						NA			NA		06/25/2001	
(601)	1.20	300	R	To: From:	3.90 MN 86-719						NA			NA		1998	
(601)	0.20	780	R	To: From:	86-671						NA			NA		1998	
				To:	SR 16 WEST												
(602)	1.80	140	R	From:	86-617						NA			NA		06/04/2001	
				To:	86-617												
(603)	1.64	650	G	From:	97%	0%	2%	0%	1%	0%	C	0.091	F	0.537	660	G	2003
				To:	86-600 West												
(603)	4.76	260	G	From:	97%	0%	2%	0%	1%	0%	F	0.095	F	0.633	260	G	2003
				To:	Grayson County Line												
(604)	1.30	400	R	From:	Washington County Line						NA			NA		1998	
				To:	86-606												
(604)	0.80	720	G	From:	96%	1%	2%	0%	1%	0%	C	0.094	F	0.594	730	G	2003
				To:	86-721												
(604)	0.50	680	R	To:	86-600 SOUTH						NA			NA		1998	
				From:	86-600 NORTH												
(604)	5.30	650	R	From:	86-600 NORTH						NA			NA		1998	
				To:	Smyth County Line												
(605)	0.56	430	R	From:	Washington County Line						NA			NA		1998	
				To:	86-649 EAST												
(605)	1.30	640	R	From:	86-649 EAST						NA			NA		1998	
				To:	86-600 WEST												
				From:	86-600												
(605)	1.70	150	R	To:	86-600						NA			NA		06/25/2001	
				To:	86-645												
(606)	1.90	290	R	From:	86-604						NA			NA		1998	
				To:	86-649												
(606)	0.80	200	R	From:	86-649						NA			NA		1998	
				To:	86-605												
(606)	0.70	60	R	From:	86-605						NA			NA		06/28/2001	
				To:	Washington County Line												
(607)	1.20	220	R	From:	Washington County Line						NA			NA		1998	
				To:	86-649												
(607)	0.45	2100	G	From:	97%	0%	1%	1%	1%	0%	C	0.084	F	0.609	2200	G	2003
				To:	86-762												
(608)	0.90	510	R	From:	Washington County Line						NA			NA		1998	
				To:	SCL Chilhowie												

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2Axle 3+Axle 1Trail 2Trail																	
Town of Chilhowie																	
608	0.30	510	N	From:	SCL Chilhowie						NA			NA		1998	
				To:	86-762												
Smyth County																	
609	1.80	510	R	From:	Washington County Line					C	0.101	F	0.546	100	G	2003	
				To:	SR 107												
609	0.50	100	G	From:	95%	0%	2%	0%	3%	0%	C	0.101	F	0.546	100	G	2003
				To:	86-774 NORTH												
609	0.80	70	R	From:	86-774 SOUTH						NA			NA		06/28/2001	
				To:	Dead End												
610	0.40	1300	G	From:	SCL SALTVILLE					F	0.083	F	0.584	1300	G	2003	
				To:	86-696												
610	0.90	1300	G	From:	95%	0%	1%	3%	1%	0%	C	0.084	F	0.598	1300	G	2003
				To:	SR 107												
610	2.03	1700	G	From:	95%	0%	1%	3%	1%	0%	F	0.091	F	0.67	1700	G	2003
				To:	86-723												
610	1.85	1100	G	From:	95%	0%	1%	3%	1%	0%	F	0.089	F	0.642	1200	G	2003
				To:	86-741												
610	0.85	750	G	From:	95%	0%	1%	3%	1%	0%	F	0.094	F	0.645	760	G	2003
				To:	86-633												
610	2.40	580	G	From:	95%	0%	1%	3%	1%	0%	F	0.090	F	0.547	590	G	2003
				To:	86-630												
610	7.50	190	R	From:							NA			NA		1998	
				To:	SR 16 WEST												
610	2.00	200	R	From:	SR 16 EAST						NA			NA		1998	
				To:	86-716												
610	3.80	30	R	From:							NA			NA		06/04/2001	
				To:	86-622 SOUTH												
610	3.90	100	R	From:	86-622 NORTH						NA			NA		1998	
				To:	Bland County Line												
611	0.60	250	R	From:	Washington County Line						NA			NA		1998	
				To:	WCL SALTVILLE												
612	5.20	320	R	From:	86-614						NA			NA		1998	
				To:	Wythe County Line												
Wythe County																	
612	0.10	320	N	From:	Wythe County Line						NA			NA		1998	
				To:	86-678; 98-612												
Smyth County																	
613	1.42	1300	G	From:	Washington County Line					C	0.086	F	0.614	1300	G	2003	
				To:	86-634												
613	0.24	1200	R	From:							NA			NA		1998	
				To:	86-698												
613	0.44	760	R	From:							NA			NA		1998	
				To:	86-747												
613	1.09	430	R	From:							NA			NA		1998	
				To:	86-667												

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
613	1.51	330	R	From:	86-667					NA	NA	1998					
				To:	86-633												
614	2.40	710	G	95%	0%	3%	0%	2%	0%	F	0.087	F	0.561	720	G	2003	
				To:	86-676					C	0.090	F	0.651	420	G	2003	
614	5.60	410	G	95%	0%	3%	0%	2%	0%								C
				To:	98-749 Cedar Springs Rd												
615	0.10	50	R	From:	Dead End					NA	NA	06/04/2001					
				To:	0.10 ME Dead End												
615	0.11	200	R	From:						NA	NA	1998					
				To:	US 11 EAST												
615	1.80	410	R	From:	US 11 WEST					NA	NA	1998					
				To:	86-708												
615	3.17	180	R	From:						NA	NA	1998					
				To:	86-679 WEST												
615	Citizens Rd	0.40	700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.831	710	G	2003
					To:	86-616					NA	NA	1998				
615	1.30	510	R	From:						NA				NA	1998		
				To:	Wythe County Line												
616	Parsannage Ave	0.80	280	G	From:	86-615					C	0.090	F	0.52	280	G	2003
					To:	Wythe County Line											
Wythe County																	
616	0.20	280	N	From:	Wythe County Line					N	0.090	N	0.52	280	N	2003	
				To:	Dead End												
Smyth County																	
617	2.60	410	R	From:	SR 107					NA	NA	1998					
				To:	86-637												
617	9.98	880	R	From:						NA	NA	1998					
				To:	86-665												
617	0.52	1000	R	From:						NA	NA	1998					
				To:	SR 16 WEST												
617	3.40	490	R	From:	SR 16 EAST					NA	NA	1998					
				To:	86-689 Gap Terminus												
617	0.50	40	R	From:	Dead End; Gap Terminus					NA	NA	06/04/2001					
				To:	86-622 SOUTH												
617	4.40	210	R	From:	86-622 NORTH					NA	NA	1998					
				To:	86-785												
617	0.22	160	R	From:						NA	NA	1998					
				To:	86-683												
617	2.31	240	R	From:						NA	NA	06/04/2001					
				To:	Wythe County Line												
618	0.41	130	R	From:	Dead End					NA	NA	1998					
				To:	SR 16												
619	2.50	20	R	From:	86-610					NA	NA	06/04/2001					
				To:	SR 42												

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(620)	4.50	160	R	From:	SR 42					NA			NA			1998
				To:	86-622 WEST											
(620)	0.60	60	R	From:						NA			NA			1998
				To:	86-622 EAST											
(620)	0.50	50	R	From:						NA			NA			1991
				To:	Dead End											
(621)	2.85	120	R	From:	SR 42					NA			NA			1998
				To:	86-754											
(621)	0.30	30	R	From:						NA			NA			06/04/2001
				To:	Dead End											
(622)	0.04	130	R	From:	SR 16					NA			NA			1998
				To:	0.04 MN SR 16											
(622)	2.90	270	R	From:						NA			NA			06/11/2001
				To:	86-686 SOUTH											
(622)	0.20	350	R	From:						NA			NA			1998
				To:	86-686 NORTH											
(622)	0.70	630	R	From:						NA			NA			1998
				To:	86-688											
(622)	1.02	1200	R	From:						NA			NA			1998
				To:	US 11 EAST											
(622)	0.65	2200	R	From:	US 11 WEST					NA			NA			1998
				To:	86-778											
(622)	2.65	630	R	From:						NA			NA			1998
				To:	86-694											
(622)	6.30	120	R	From:						NA			NA			1998
				To:	86-620 WEST											
(622)	2.80	80	R	From:	86-620 EAST					NA			NA			1998
				To:	SR 42											
(623)	0.60	70	R	From:	SR 42					NA			NA			06/07/2001
				To:	Dead End											
(624)	0.43	10	R	From:	Dead End					NA			NA			06/07/2001
				To:	0.43 ME Dead End											
(624)	0.87	120	R	From:						NA			NA			1998
				To:	86-629											
(624)	2.70	150	R	From:						NA			NA			1998
				To:	SR 16 WEST											
(624)	0.10	120	R	From:	SR 16 EAST					NA			NA			1998
				To:	86-687											
(624)	1.60	30	R	From:						NA			NA			06/07/2001
				To:	SR 42											
(625)	0.07	230	R	From:	US 11					NA			NA			1998
				To:	86-686											
(626)	0.40	170	R	From:	US 11					NA			NA			06/04/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
627	0.20	3	R	From:	Dead End						NA			NA		06/07/2001	
				To:	86-628												
628	0.90	70	R	From:	SR 42						NA			NA		06/07/2001	
				To:	Dead End												
629	3.10	250	R	From:	86-610						NA			NA		1998	
				To:	SR 42												
630	1.80	500	G	89%	6%	4%	1%	1%	0%	F	0.11	F	0.622	510	G	2003	
630	0.97	610	G	89%	6%	4%	1%	1%	0%	C	0.164	F	0.594	620	G	2003	
				To:	SR 42 EAST												
630	0.80	40	R	From:	SR 42 WEST						NA			NA		06/07/2001	
				To:	Dead End												
631	1.60	80	R	From:	86-610						NA			NA		06/09/2001	
				To:	86-630												
632	1.00	420	R	From:	SR 91						NA			NA		1998	
				To:	1.00 ME SR 91												
632	2.45	120	R	From:							NA			NA		06/07/2001	
632	0.04	110	R	To:	3.45 ME SR 91												
				From:							NA			NA		1995	
633	1.90	150	R	To:	86-633												
				From:	86-610						NA			NA		1998	
633	0.68	550	G	To:	86-723												
				From:	86-632					F	0.095	F	0.636	550	G	2003	
633	0.50	570	G	To:	86-632												
				From:	SR 91 EAST					C	0.097	F	0.561	580	G	2003	
633	3.20	990	R	From:	SR 91 MID												
				To:	SR 91 WEST						NA			NA		1998	
634	0.25	3200	G	From:	NCL SALTVILLE												
				To:	86-613					C	0.081	F	0.610	3200	G	2003	
634	0.70	740	R	From:													
				To:	86-733 NORTH						NA			NA		1998	
634	0.10	240	R	From:													
				To:	0.10 MN 86-733 N						NA			NA		06/07/2001	
634	0.30	150	R	From:													
				To:	Dead End						NA			NA		1998	
635	2.90	430	R	From:	ECL SALTVILLE												
				To:	86-610						NA			NA		06/07/2001	
636	0.45	70	R	From:	86-610												
				To:	Dead End						NA			NA		06/07/2001	
637	1.10	980	G	From:	86-774												
				To:	86-638						F	0.114	F	0.664	990	G	

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(637)	Carlock Creek Rd	1.40	770	G	From:	86-638					C	0.123	F	0.819	780	G	2003
					To:	86-617											
(638)		0.80	230	R	From:	86-645						NA		NA		06/25/2001	
					To:	86-648											
(638)		0.80	60	R	From:	86-647 SOUTH						NA		NA		1998	
					To:	US 11 WEST											
(638)		2.52	390	R	From:	US 11 EAST						NA		NA		1998	
					To:												
(638)		0.40	2000	R	From:	86-644						NA		NA		1995	
					To:	86-637											
Town of Chilhowie																	
(639)		0.18	1200	R	From:	US 11						NA		NA		1998	
					To:	86-731											
(639)		0.30	1100	R	From:	86-640						NA		NA		1998	
					To:	SR 107											
(640)		0.40	370	R	From:	86-639						NA		NA		1998	
					To:	86-736											
(640)		0.16	190	R	From:	Dead End						NA		NA		1998	
					To:												
Smyth County																	
(641)		1.10	630	R	From:	86-642						NA		NA		1998	
					To:	86-644											
(642)		1.15	560	R	From:	US 11 WEST						NA		NA		1998	
					To:	US 11 EAST											
(643)		1.90	290	R	From:	86-642						NA		NA		1998	
					To:	86-645											
(644)		2.00	490	R	From:	86-638						NA		NA		1998	
					To:	86-641											
(644)		1.20	310	R	From:	1.20 ME 86-641						NA		NA		1998	
					To:	86-645											
(645)		2.03	730	R	From:	86-604						NA		NA		1998	
					To:	86-660 EAST											
(645)		0.40	570	R	From:	86-660 WEST						NA		NA		1998	
					To:	86-638											
(645)		3.45	1300	R	From:	86-657						NA		NA		1998	
					To:	US 11 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(645)	5.01	1000	R	From:	US 11; FR-4					NA			NA		1998	
				To:	86-664 WEST											
(645)	2.44	300	R	From:						NA			NA		1998	
				To:	86-665 WEST											
(645)	0.40	690	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.586	700	G	2003
				To:	86-665 EAST											
(645)	0.90	1100	G	98%	0%	1%	0%	1%	0%	C	0.09	F	0.589	1200	G	2003
				To:	86-1029											
(645)	0.08	2000	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.574	2000	G	2003
				To:	WCL MARION											
(646)	0.90	60	R	From:	86-638					NA			NA		06/28/2001	
				To:	86-645											
(647)	1.08	380	R	From:	86-600					NA			NA		1998	
				To:	86-739											
(647)	0.72	270	R	From:						NA			NA		06/28/2001	
				To:	86-638 WEST											
(647)	0.60	210	R	From:	86-638 EAST					NA			NA		1998	
				To:	86-645											
(648)	0.60	330	R	From:	86-762					NA			NA		06/28/2001	
				To:	86-647 WEST											
(648)	0.40	310	R	From:	86-647 EAST					NA			NA		1998	
				To:	86-638											
(648)	2.50	510	R	From:						NA			NA		1998	
				To:	86-660 NORTH											
(648)	1.52	140	R	From:	86-660 SOUTH					NA			NA		1998	
				To:	Smyth County Line											
(649)	0.60	320	R	From:	86-606					NA			NA		1998	
				To:	86-605 WEST											
(649)	0.92	880	R	From:	86-605 EAST					NA			NA		1998	
				To:	86-762											
(649)	2.00	1000	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.713	1000	G	2003
				To:	86-607											
(650)	5.20	45	R	From:	SR 16					NA			NA		06/25/2001	
				To:	86-670											
(650)	3.40	600	G	96%	1%	2%	1%	1%	0%	F	0.099	F	0.551	600	G	2003
				To:	86-720											
(650) South Fork Rd	1.10	1300	G	96%	1%	2%	1%	1%	0%	C	0.089	F	0.595	1300	G	2003
				To:	86-657											
(650)	1.05	1000	R	From:						NA			NA		1998	
				To:	86-658											
(650)	1.65	400	R	From:						NA			NA		1998	
				To:	86-660											
(651)	0.20	50	R	From:	86-605					NA			NA		06/25/2001	
				To:	86-645											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
652	0.50	60	R	From:	Dead End						NA			NA		06/25/2001	
				To:	86-605												
653	0.96	90	R	From:	86-604						NA			NA		06/25/2001	
				To:	86-645 EAST												
653	1.40	70	R	From:	86-645 WEST						NA			NA		06/25/2001	
				To:	86-648 WEST												
654	1.00	320	R	From:	86-604						NA			NA		1998	
				To:	86-655												
655	1.40	190	R	From:	86-656 SOUTH						NA			NA		06/25/2001	
				To:	86-654												
655	1.00	300	R	From:	86-656 NORTH						NA			NA		1998	
				To:	86-650 EAST												
656	1.60	170	R	From:	86-650 EAST						NA			NA		1998	
				To:	86-668												
656	1.50	680	R	From:	86-655 NORTH						NA			NA		1998	
				To:	86-650 WEST												
656	0.50	1000	R	From:	86-650 MID						NA			NA		1991	
				To:	0.05 MN 86-650 MID												
656	0.25	40	R	From:	86-657						NA			NA		06/26/2001	
				To:	86-650												
657	Thomas Bidge Rd	2.00	2500	G	97%	0%	1%	0%	1%	0%	C	0.084	F	0.679	2500	G	2003
					To:	86-660 EAST											
657	2.50	890	R	From:	86-660 WEST						NA			NA		1998	
				To:	86-645												
658	0.55	300	R	From:	86-650						NA			NA		1998	
				To:	86-657												
658	1.66	580	G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.588	590	G	2003	
				To:	86-702												
658	3.35	930	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.68	940	G	2003	
				To:	SCL MARION												
658	1.50	1200	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.605	1200	G	2003	
				To:	86-655												
658	1.52	230	R	From:	86-665						NA			NA		1998	
				To:	86-664 EAST												
658	1.41	140	R	From:	86-645						NA			NA		1998	
				To:	86-660												
659	0.50	920	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.564	930	G	2003	
				To:	86-1115												
659	0.20	800	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.627	810	G	2003	
				To:	86-665												
659	2.50	570	R	From:	86-645 EAST						NA			NA		1998	

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(659)	1.80	400	R	From	86-645 WEST					NA			NA		1998		
				To	86-617 SOUTH												
(659)	0.70	50	R	From	86-617 NORTH					NA			NA		06/11/2001		
				To	Dead End												
(660)	0.26	190	R	From	Dead End					NA			NA		1998		
				To													
(660)	0.16	1400	G	98%	0%	1%	1%	0%	0%	F	0.106	F	0.669	1400	G	2003	
(660)	0.93	1200	G	From	98%	0%	1%	1%	0%	0%	C	0.118	F	0.58	1200	G	2003
				To	FR-5												
(660)	AD Wolf Rd	0.56	5300	G	96%	0%	2%	1%	1%	0%	C	0.084	F	0.673	5400	G	2003
(660)	AD Wolf Rd	1.10	4700	G	From	86-749					F	0.083	F	0.700	4800	G	2003
					To	86-657 EAST											
(660)		0.51	2500	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.66	2600	G	2003
(660)	Riverside Rd	0.25	2300	G	From	86-661					F	0.086	F	0.617	2400	G	2003
					To	86-718											
(660)	Riverside Rd	0.86	800	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.586	810	G	2003
(660)	Riverside Rd	1.08	690	G	From	86-648 EAST					F	0.096	F	0.577	700	G	2003
					To	86-648 WEST											
(660)		1.87	930	G	96%	0%	2%	1%	1%	0%	F	0.106	F	0.565	940	G	2003
(660)		1.57	580	R	From	86-600					NA			NA		1998	
					To	86-649											
(661)		1.39	170	R	From	Dead End					NA			NA		06/25/2001	
					To	1.39 ME Dead End											
(661)		0.11	380	R	From	86-660					NA			NA		06/25/2001	
					To												
(662)		1.30	280	R	From	86-660					NA			NA		1998	
					To	86-707											
(663)		0.40	380	R	From	86-656					NA			NA		1998	
					To	86-720											
(663)		0.70	720	R		86-650					NA			NA		1998	
(664)		0.50	60	R	From	Dead End					NA			NA			06/11/2001
					To	0.50 MS Dead End											
(664)		0.40	110	R	From	86-659 WEST					NA			NA		06/11/2001	
					To	86-659 EAST											
(664)		0.40	50	R		0.40 MS 86-669 EAST					NA			NA		06/11/2001	
(664)		0.50	30	R	From	86-658 EAST					NA			NA			06/11/2001
					To	86-658 WEST											
(664)		0.90	70	R		86-645 SOUTH					NA			NA		06/11/2001	
					To												

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
664	0.90	150	R	From:	86-645 NORTH						NA			NA		06/11/2001
				To:	86-617											
665	0.80	520	G	From:	86-659					C	0.107	F	0.533	530	G	2003
				To:	86-658 SOUTH											
665	1.20	390	G	From:	86-658 NORTH					F	0.104	F	0.537	390	G	2003
				To:	86-645 WEST											
665	0.40	850	R	From:	86-645 EAST						NA			NA		1998
				To:	86-617											
666	1.00	100	R	From:	86-658						NA			NA		06/11/2001
				To:	86-665											
667	0.30	40	R	From:	86-613						NA			NA		06/07/2001
				To:	Dead End											
668	0.70	160	R	From:	Dead End						NA			NA		06/25/2001
				To:	86-656											
669	0.50	200	R	From:	Dead End						NA			NA		06/14/2001
				To:	0.50 MN Dead End											
669	0.60	230	R	From:							NA			NA		1998
				To:	86-752											
670	3.90	280	G	From:	86-650					C	0.11	F	0.625	290	G	2003
				To:	86-601 WEST											
670	1.10	70	R	From:							NA			NA		06/25/2001
				To:	86-601 EAST											
671	1.30	500	R	From:	Dead End						NA			NA		1998
				To:	86-601											
672	2.90	60	R	From:	86-670						NA			NA		06/25/2001
				To:	86-673											
672	1.00	160	R	From:							NA			NA		1998
				To:	86-601											
673	0.50	8	R	From:	Dead End						NA			NA		06/25/2001
				To:	86-672											
674	0.20	90	R	From:	86-601						NA			NA		1995
				To:	86-675											
674	1.50	60	R	From:							NA			NA		06/18/2001
				To:	Dead End											
675	1.40	390	R	From:	86-674						NA			NA		06/15/2001
				To:	SR 16											
675	0.27	50	R	From:							NA			NA		06/15/2001
				To:	86-695 WEST											
675	3.00	160	R	From:	86-695 EAST						NA			NA		1998
				To:	86-677											
675	2.90	40	R	From:							NA			NA		06/18/2001
				To:	86-612 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
675	2.98	180	R	From:	86-612 EAST						NA			NA		1998
				To:	86-614											
676	1.90	210	R	From:	SR 16						NA			NA		1998
				To:	86-601 WEST											
676	0.60	70	R	From:	86-601 EAST						NA			NA		1998
				To:	0.60ME 86-601 EAS											
676	0.40	100	R	From:	0.60 ME 86-601 EAST						NA			NA		06/18/2001
				To:	86-675 WEST											
676	1.20	30	R	From:	86-675 EAST						NA			NA		06/18/2001
				To:	86-614											
677	1.30	30	R	From:	86-675						NA			NA		06/18/2001
				To:	86-612											
678	2.30	40	R	From:	86-612 WEST						NA			NA		06/18/2001
				To:	Wythe County Line											
Wythe County																
678	0.20	40	R	From:	Wythe County Line						NA			NA		06/18/2001
				To:	86-612 EAST											
Smyth County																
679	2.50	210	R	From:	86-615 SOUTH						NA			NA		1998
				To:	86-615 NORTH											
679	0.86	1000	G	98%	0%	1%	1%	0%	0%	C	0.101	F	0.712	1000	G	2003
680	0.50	60	R	From:	86-679						NA			NA		06/04/2001
				To:	Dead End											
681	0.50	290	R	From:	US 11						NA			NA		1998
				To:	86-617											
682	0.90	90	R	From:	86-615						NA			NA		06/04/2001
				To:	86-729											
682	1.10	210	R	From:	US 11						NA			NA		1998
				To:	86-615											
683	1.60	230	R	From:	86-615						NA			NA		1998
				To:	US 11 WEST											
683	0.08	4000	R	From:	US 11 EAST						NA			NA		1998
				To:	RAMP TO I-81											
683	0.12	1800	R	From:	RAMP TO I-81						NA			NA		1998
				To:	RAMP TO I-81											
683	0.53	480	R	From:	86-617						NA			NA		1998
				To:	US 11 WEST											
684	0.20	100	R	From:	US 11 EAST						NA			NA		1998
684	0.24	30	R	From:	US 11 EAST						NA			NA		06/04/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
685	0.72	520	R	From	Dead End						NA			NA		1998
				To	86-617											
686	1.60	150	R	From	86-688						NA			NA		1998
				To	86-622 WEST											
686	2.63	610	R	From	86-622 EAST						NA			NA		1998
				To	86-795											
686	0.17	960	R	From							NA			NA		1998
				To	US 11											
686	0.18	280	R	From							NA			NA		1998
				To	86-625											
686	0.07	50	R	From							NA			NA		1998
				To	Dead End											
687	1.20	60	R	From	86-610						NA			NA		06/07/2001
				To	86-624											
688	1.40	890	R	From	SR 16						NA			NA		1998
				To	86-689 SOUTH											
688	2.00	730	R	From	86-689 NORTH						NA			NA		1998
				To	86-622											
689	3.81	920	R	From	SR 16						NA			NA		1998
				To	US 11 EAST											
689	1.30	310	R	From	US 11 WEST						NA			NA		1998
				To	86-617											
689	0.19	40	R	From							NA			NA		06/11/2001
				To	Dead End											
690	0.62	320	R	From	86-689						NA			NA		1998
				To	86-766											
690	0.68	130	R	From							NA			NA		06/11/2001
				To	86-782											
690	0.31	220	R	From							NA			NA		06/11/2001
				To	0.31 MN 86-782											
690	0.14	280	R	From							NA			NA		06/11/2001
				To	US 11											
691	0.60	1100	R	From	SCL MARION						NA			NA		1998
				To	86-704											
691	1.35	570	R	From							NA			NA		1998
				To	86-689											
692	0.59	640	R	From	NCL MARION						NA			NA		1998
				To	Dead End											
693	0.15	8	R	From	US 11						NA			NA		06/11/2001
				To	Dead End											
694	1.65	140	R	From	86-622						NA			NA		06/04/2001
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(695)	0.60	150	R	From:	SR 16 SOUTH						NA			NA		1998	
				To:	86-601 WEST												
(695)	0.05	750	R	From:	86-601 EAST						NA			NA		1998	
				To:	SR 16 W MID												
(695)	0.56	710	G	96%	1%	3%	0%	1%	0%	C	0.096	F	0.573	720	G	2003	
				From:	SR 16 E MID												
(695)	Slimpcreek Rd	0.64	560	G	96%	1%	3%	0%	1%	0%	F	0.091	F	0.594	560	G	2003
					To:	SR 16 NORTH											
(696)	0.80	180	R	From:	Dead End						NA			NA		06/28/2001	
				To:	86-746												
(696)	0.20	240	R	From:	86-610						NA			NA		06/28/2001	
				To:	86-610												
(697)	0.05	30	R	From:	Dead End						NA			NA		1998	
				To:	FR-8												
(698)	1.00	510	R	From:	86-613						NA			NA		1998	
				To:	Dead End												
(699)	0.95	150	R	From:	SR 16						NA			NA		06/18/2001	
				To:	Dead End												
(700)	0.52	360	R	From:	NCL MARION						NA			NA		06/11/2001	
				To:	86-617												
(701)	0.55	30	R	From:	Dead End						NA			NA		06/25/2001	
				To:	86-672												
(702)	0.50	60	R	From:	Dead End						NA			NA		06/25/2001	
				To:	86-658												
(703)	3.49	80	R	From:	Dead End						NA			NA		1991	
				To:	SR 16 Gap Terminus												
(703)	1.00	240	R	From:	SR 348 Gap Terminus						NA			NA		06/14/2001	
				To:	Dead End												
(704)	0.50	290	R	From:	86-691						NA			NA		06/11/2001	
				To:	Dead End												
(705)	0.20	40	R	From:	Dead End						NA			NA		06/18/2001	
				To:	86-715												
(705)	0.10	60	R	From:	86-614						NA			NA		06/18/2001	
				To:	86-614												
(706)	0.06	140	R	From:	US 11						NA			NA		06/04/2001	
				To:	Dead End												
(707)	2.09	470	R	From:	86-658						NA			NA		06/04/2001	
				To:	US 11												
(708)	0.70	480	R	From:	86-615						NA			NA		06/04/2001	
				To:	US 11												

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
709	0.54	200	R	From:	86-720						NA		NA		06/25/2001	
				To:	86-650 WEST											
709	1.00	180	R	From:	86-650 EAST						NA		NA		06/25/2001	
				To:	Dead End											
710	0.10	90	R	From:	86-613						NA		NA		06/07/2001	
				To:	0.10 MN 86-613											
710	0.20	90	R	From:							NA		NA		06/07/2001	
				To:	Dead End											
711	0.23	140	R	From:	SR 16						NA		NA		06/18/2001	
				To:	SR 16											
712	0.32	60	R	From:	SR 16						NA		NA		06/18/2001	
				To:	Dead End											
713	0.94	310	R	From:	86-685						NA		NA		06/04/2001	
				To:	86-617											
714	0.90	70	R	From:	US 11						NA		NA		06/11/2001	
				To:	Dead End											
715	0.25	20	R	From:	86-705						NA		NA		06/18/2001	
				To:	Dead End											
716	0.70	140	R	From:	86-610						NA		NA		06/04/2001	
				To:	86-620											
717	0.10	10	R	From:	Dead End						NA		NA		06/04/2001	
				To:	SR 42											
718	0.95	1600	R	From:	86-650						NA		NA		06/25/2001	
				To:	86-660											
719	0.50	20	R	From:	86-601						NA		NA		06/25/2001	
				To:	Dead End											
720	1.00	260	R	From:	86-663						NA		NA		06/25/2001	
				To:	86-650											
721	1.60	480	G	95%	0%	4%	0%	0%	0%	C	0.117	F	0.638	480	G	2003
				To:	86-605											
722	0.10	30	R	From:	Dead End						NA		NA		06/28/2001	
				To:	86-660											
723	2.60	500	G	91%	1%	7%	0%	1%	0%	C	0.089	F	0.778	500	G	2003
				To:	86-633											
724	0.39	30	R	From:	Dead End						NA		NA		06/25/2001	
				To:	86-601											
725	0.40	20	R	From:	86-631						NA		NA		06/07/2001	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
726	1.10	290	R	From	86-633						NA			NA		06/07/2001
				To	1.10 MN 86-633											
726	0.70	60	R	From							NA			NA		06/07/2001
				To	Dead End											
727	0.50	40	R	From	SR 42						NA			NA		06/07/2001
				To	Dead End											
728	0.65	80	R	From	Dead End						NA			NA		06/18/2001
				To	86-614											
729	0.80	60	R	From	86-615						NA			NA		06/14/2001
				To	86-682											
730	0.03	20	R	From	Dead End						NA			NA		06/14/2001
				To	FR-8											
730	0.17	2500	R	From							NA			NA		06/14/2001
				To	SCL MARION											
Town of Chilhowie																
731	0.25	530	R	From	86-639						NA			NA		07/12/2001
				To	NCL CHILHOWIE											
731	0.90	2300	R	From							NA			NA		07/12/2001
				To	86-774											
731	0.28	230	R	From							NA			NA		07/12/2001
				To	US 11											
Smyth County																
732	0.50	240	R	From	86-606						NA			NA		06/28/2001
				To	86-721											
733	0.40	120	R	From	86-634						NA			NA		06/07/2001
				To	86-634											
734	0.07	47	R	From	Dead End						NA			NA		06/14/2001
				To	86-645											
735	0.15	46	R	From	SR 16						NA			NA		06/18/2001
				To	86-601											
Town of Chilhowie																
736	0.24	190	R	From	86-640						NA			NA		07/12/2001
				To	86-737											
736	0.08	60	R	From							NA			NA		07/12/2001
				To	Dead End											
737	0.08	10	R	From	86-736						NA			NA		07/12/2001
				To	Dead End											
Smyth County																
738	0.80	50	R	From	86-675						NA			NA		06/18/2001
				To	Dead End											
739	1.22	1100	R	From	86-762						NA			NA		06/28/2000
				To	86-647											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
740	0.24	20	R	From:	Dead End						NA			NA		06/18/2001
				To:	SR 16											
741	0.62	190	R	From:	86-610						NA			NA		06/07/2001
				To:	Dead End											
742	1.20	9	R	From:	Dead End						NA			NA		06/04/2001
				To:	Bland County Line											
743	0.06	210	R	From:	SR 91						NA			NA		06/07/2001
				To:	86-744											
744	0.04	120	R	From:	Dead End						NA			NA		06/07/2001
				To:	86-743											
744	0.06	100	R	From:	86-743						NA			NA		06/07/2001
				To:	Dead End											
745	0.76	230	R	From:	Dead End						NA			NA		06/18/2001
				To:	86-601											
746	1.40	260	R	From:	86-696						NA			NA		06/28/2001
				To:	1.40 ME 86-696											
746	0.06	270	R	From:	86-696						NA			NA		06/28/2001
				To:	SR 107											
747	0.30	110	R	From:	86-613						NA			NA		06/07/2001
				To:	Dead End											
748	0.17	80	R	From:	86-613						NA			NA		06/07/2001
				To:	Dead End											
749	0.74	530	R	From:	86-660						NA			NA		06/14/2001
				To:	Dead End											
750	0.12	80	R	From:	86-617						NA			NA		06/14/2001
				To:	Dead End											
751	0.05	130	R	From:	SR 42						NA			NA		06/07/2001
				To:	0.05 MN SR 42											
751	0.35	70	R	From:	86-617						NA			NA		06/07/2001
				To:	Dead End											
752	0.82	160	R	From:	86-669						NA			NA		06/14/2001
				To:	Dead End											
753	0.05	90	R	From:	US 11						NA			NA		06/11/2001
				To:	Dead End											
754	0.20	30	R	From:	86-621						NA			NA		06/04/2001
				To:	Dead End											
755	0.18	20	R	From:	86-630						NA			NA		06/07/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(756)	0.25	30	R	From:	86-630					NA			NA		06/07/2001		
				To:	Dead End												
(757)	0.06	20	R	From:	86-755					NA			NA		06/07/2001		
				To:	86-630												
(758)	0.17	530	R	From:	NCL MARION					NA			NA		06/14/2001		
				To:	NCL MARION												
(759)	0.15	50	R	From:	US 11					NA			NA		06/11/2001		
				To:	Dead End												
(760)	1.00	60	R	From:	86-600					NA			NA		1995		
				To:	Dead End												
(761)	0.05	30	R	From:	86-620					NA			NA		06/04/2001		
				To:	0.05 MN 86-620												
(761)	0.93	30	R	From:						NA			NA		06/04/2001		
				To:	Dead End												
(762)	Loves Mill Rd	1.83	880	G	97%	1%	1%	0%	1%	0%	F	0.115	F	0.523	890	G	2003
(762)	White Top Rd	2.31	3000	G	97%	1%	1%	0%	1%	0%	C	0.084	F	0.57	3100	G	2003
(762)	White Top Rd	0.84	5700	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.624	5800	G	2003
Town of Chilhowie																	
(762)		0.68	5700	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.624	5800	N	2003
(762)	White Top Ave	0.04	12000	G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.637	12000	G	2003
Smyth County																	
(763)	0.75	10	R	From:	Dead End					NA			NA		06/07/2001		
				To:	86-610												
(764)	0.20	110	R	From:	86-688					NA			NA		06/11/2001		
				To:	Dead End												
(765)	0.70	60	R	From:	86-707					NA			NA		06/14/2001		
				To:	Dead End												
(766)	0.50	50	R	From:	86-690					NA			NA		06/11/2001		
				To:	Dead End												
(767)	0.61	1400	R	From:	ECL MARION					NA			NA		06/11/2001		
				To:	86-691												
(768)	0.06	90	R	From:	Dead End					NA			NA		1995		
				To:	US 11												
(769)	0.17	130	R	From:	86-600					NA			NA		06/28/2001		
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
770	0.38	130	R	From:	NCL MARION						NA			NA		06/11/2001	
				To:	86-692												
771	0.30	120	R	From:	SR 91						NA			NA		06/07/2001	
				To:	Dead End												
772	0.05	40	R	From:	Dead End						NA			NA		06/28/2001	
				To:	86-617												
773	0.35	1900	R	From:	SR 107						NA			NA		06/28/2001	
				To:	86-610												
Town of Chilhowie																	
774	0.12	2400	G	From:	98%	0%	1%	0%	1%	0%	F	0.105	F	0.683	2500	G	2003
				To:	86-731					C	0.115	F	0.756	2000	G	2003	
774	0.36	1900	G	98%	0%	1%	0%	1%	0%								NCL Chilhowie
Smyth County																	
774	0.27	1900	N	From:	98%	0%	1%	0%	1%	0%	N	0.115	N	0.756	2000	N	2003
				To:	86-637					F	0.122	F	0.776	1000	G	2003	
774	0.86	990	G	98%	0%	1%	0%	1%	0%								86-609 NORTH
				774	0.83	990	R	SR 107					NA			NA	
775	0.06	360	R	From:	US 11						NA						
				To:	Dead End												
776	0.20	80	R	From:	Dead End						NA			NA		1995	
				To:	86-635												
777	0.90	70	R	From:	86-610						NA			NA		06/07/2001	
				To:	Dead End												
778	0.02	NA		From:	86-622 WEST						NA			NA			
				To:	86-778 Y Int; Gap Terminus												
778	0.03	NA		From:	86-622 EAST; Gap Terminus						NA			NA			
				To:	86-778 Y Int												
778	0.05	NA		From:	Dead End						NA			NA			
				To:	Dead End												
779	0.10	NA		From:	Dead End						NA			NA			
				To:	86-779 Y Int, Gap Terminus												
779	0.10	NA		From:	Dead End, Gap Terminus						NA			NA			
				To:	86-779 Y Int												
779	0.01	NA		From:	86-645						NA			NA			
				To:	86-610												
780	0.40	70	R	From:	SR 16						NA			NA		06/07/2001	
				To:	Dead End												
781	0.39	540	R	From:	86-675						NA			NA		06/18/2001	
				To:	86-675												

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
782	0.40	150	R	From:	86-690						NA			NA		06/11/2001
				To:	Dead End											
783	0.12	NA		From:	86-643						NA			NA		
				To:	Dead End											
785	0.20	70	R	From:	86-617						NA			NA		06/04/2001
				To:	86-683											
786	0.35	110	R	From:	Cul-de-Sac						NA			NA		06/25/2001
				To:	86-658											
787	0.30	220	R	From:	86-645						NA			NA		06/14/2001
				To:	86-657											
790	0.17	150	R	From:	86-657						NA			NA		1998
				To:	Dead End											
795	0.62	3000	R	From:	86-622; FR-11						NA			NA		06/04/2001
				To:	86-686											
796	0.14	NA		From:	Cul-de-Sac/						NA			NA		
				To:	US-00011(B)/											
797	0.22	NA		From:	Cul-de-Sac/						NA			NA		
				To:	86-00796(B)/											
798	2.60	90	R	From:	Grayson County Line						NA			NA		06/18/2001
				To:	86-612											
799	0.26	420	R	From:	86-638						NA			NA		06/28/2001
				To:	Cul-de-Sac											
990	0.08	NA		From:	86-00645(B)/						NA			NA		
				To:	86-00992(R)/											
991	0.11	NA		From:	86-00645(B)/						NA			NA		
				To:	86-00992(L)/											
992	0.08	NA		From:	86-00990(R)/						NA			NA		
				To:	86-00991(R)/											
Town of Chilhowie																
1001	0.04	360	R	From:	86-1004						NA			NA		07/12/2001
				To:	US 11											
1001	0.05	400	R	From:							NA			NA		07/12/2001
				To:	86-1002											
1001	0.14	430	R	From:							NA			NA		07/12/2001
				To:	86-731											
1002	0.04	230	R	From:	86-1023						NA			NA		07/12/2001
				To:	86-1005											
1002	0.08	210	R	From:							NA			NA		07/12/2001
				To:	86-1001											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Chilhowie																
(1002)	0.29	450	R	From:	86-1001					NA		NA	07/12/2001			
				To:	86-1007											
(1002)	0.05	360	R	From:						NA		NA	07/12/2001			
				To:	86-1008											
(1002)	0.06	320	R	From:						NA		NA	07/12/2001			
				To:	86-1003											
(1002)	0.08	210	R	From:						NA		NA	07/12/2001			
				To:	86-1009											
(1003)	0.05	1000	R	From:	US 11					NA		NA	07/12/2001			
				To:	86-1002											
(1003)	0.10	560	R	From:						NA		NA	07/12/2001			
				To:	86-1010											
(1003)	0.09	490	R	From:						NA		NA	07/12/2001			
				To:	86-731											
(1004)	0.19	1600	R	From:	US 11					NA		NA	07/12/2001			
				To:	86-1006											
(1004)	0.05	2400	R	From:						NA		NA	07/12/2001			
				To:	SR 107											
(1004)	0.07	960	R	From:						NA		NA	07/12/2001			
				To:	86-1023											
(1004)	0.06	540	R	From:						NA		NA	07/12/2001			
				To:	86-1005											
(1004)	0.06	320	R	From:						NA		NA	07/12/2001			
				To:	86-1001											
(1005)	0.04	260	R	From:	86-1004					NA		NA	07/12/2001			
				To:	US 11 EAST											
(1005)	0.05	120	R	From:	US 11 WEST					NA		NA	07/12/2001			
				To:	86-1002											
(1006)	0.04	850	R	From:	US 11					NA		NA	07/12/2001			
				To:	86-1004											
(1007)	0.05	50	R	From:	86-1002					NA		NA	07/12/2001			
				To:	Dead End											
(1008)	0.15	530	R	From:	Dead End					NA		NA	07/12/2001			
				To:	US 11											
(1008)	0.05	170	R	From:						NA		NA	07/12/2001			
				To:	86-1002											
(1009)	0.03	1400	R	From:	US 11; 86-9812					NA		NA	07/12/2001			
				To:	86-1002											
(1009)	0.10	650	R	From:						NA		NA	07/12/2001			
				To:	86-1010											
(1009)	0.10	630	R	From:						NA		NA	07/12/2001			
				To:	86-731											
(1010)	0.08	50	R	From:	86-1009					NA		NA	07/12/2001			
				To:	86-1003											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Chilhowie																
1010	0.03	NA				From:	86-1003					NA		NA		
						To:	Dead End									
1011	0.06	80	R			From:	86-731					NA		NA	07/12/2001	
						To:	86-1013									
1012	0.06	100	R			From:	86-731					NA		NA	07/12/2001	
						To:	86-1013									
1013	0.06	90	R			From:	86-1011					NA		NA	07/12/2001	
						To:	86-1012									
1014	0.10	100	R			From:	SR 107					NA		NA	07/12/2001	
						To:	86-731									
1015	0.05	830	R			From:	US 11					NA		NA	07/12/2001	
						To:	86-1028									
1015	0.04	790	R			From:	86-1016					NA		NA	07/12/2001	
						To:	86-1016									
1016	0.07	660	R			From:	86-1020					NA		NA	07/12/2001	
						To:	86-1022									
1016	0.03	680	R			From:	86-1015					NA		NA	07/12/2001	
						To:	86-1015									
1016	0.11	270	R			From:	86-1018					NA		NA	07/12/2001	
						To:	86-1018									
1016	0.07	500	R			From:	86-1017					NA		NA	07/12/2001	
						To:	86-1017									
1016	0.04	80	R			From:	Dead End					NA		NA	07/12/2001	
						To:	Dead End									
1017	0.03	1100	R			From:	US 11					NA		NA	07/12/2001	
						To:	86-1028									
1017	0.05	960	R			From:	86-1016					NA		NA	07/12/2001	
						To:	86-1019									
1018	0.06	160	R			From:	86-1016					NA		NA	07/12/2001	
						To:	86-1021									
1019	0.06	250	R			From:	86-1020					NA		NA	07/12/2001	
						To:	86-1025									
1019	0.22	380	R			From:	86-1017					NA		NA	07/12/2001	
						To:	86-1017									
1020	0.11	420	R			From:	86-1016					NA		NA	1986	
						To:	86-1019									
1021	0.16	60	R			From:	86-1022					NA		NA	1986	
						To:	86-1018									
1022	0.06	80	R			From:	86-1016					NA		NA	1986	
						To:	86-1021									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Chilhowie																
1023	0.04	910	R	From:		86-1004					NA			NA		07/12/2001
				To:		US 11					NA			NA		07/12/2001
1023	0.05	200	R	From:		86-1002					NA			NA		07/12/2001
1023	0.13	180	R	To:		86-731					NA			NA		07/12/2001
				From:		Dead End					NA			NA		07/12/2001
1024	0.19	1900	R	To:		US 11					NA			NA		07/12/2001
				From:		86-1019					NA			NA		1986
1025	0.05	200	R	To:		86-1026					NA			NA		1986
				From:		Dead End					NA			NA		1986
1026	0.21	NA		To:		86-1025					NA			NA		1986
1026	0.07	40	R	To:		Dead End					NA			NA		1986
				From:		Dead End					NA			NA		07/12/2001
1027	0.17	440	R	To:		86-1024					NA			NA		07/12/2001
				From:		86-1015					NA			NA		07/12/2001
1028	0.19	80	R	To:		86-1017					NA			NA		07/12/2001
Smyth County																
1029	0.09	320	R	From:		86-1032					NA			NA		1998
				To:		86-645					NA			NA		1998
				From:		86-1031					NA			NA		1998
1030	0.14	120	R	To:		86-1029					NA			NA		1998
				From:		86-1032					NA			NA		1998
1031	0.07	90	R	To:		86-1030					NA			NA		1998
				From:		86-1031					NA			NA		1998
1032	0.23	110	R	To:		Dead End					NA			NA		1998
Town of Chilhowie																
1033	0.17	NA		From:		US 11					NA			NA		
				To:		86-731					NA			NA		
				From:		86-762					NA			NA		1998
1034	0.38	260	R	To:		86-762					NA			NA		1998
				From:		86-762					NA			NA		07/12/2001
1035	0.04	690	R	To:		86-1036					NA			NA		07/12/2001
				From:		86-1035					NA			NA		07/12/2001
1036	0.25	690	R	To:		Dead End					NA			NA		07/12/2001
				From:		86-731					NA			NA		07/12/2001
1037	0.28	60	R	To:		Cul-de-Sac					NA			NA		07/12/2001
				From:		86-01004(B)/					NA			NA		
1038	0.03	NA		To:		US-00011(B)/					NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(1040)	0.32	470	R	From:	86-638						NA		NA		1998	
				To:	86-1041											
(1040)	0.13	90	R	From:							NA		NA		1998	
				To:	Cul-de-Sac											
(1041)	0.14	90	R	From:	86-1040						NA		NA		1998	
				To:	Cul-de-Sac											
(1045)	0.13	NA		From:	Cul-de-Sac						NA		NA			
				To:	86-658											
(1101)	0.30	730	R	From:	86-660						NA		NA		06/14/2001	
				To:	86-1102											
(1101)	0.22	200	R	From:							NA		NA		06/14/2001	
				To:	Dead End											
(1102)	0.19	340	R	From:	86-1101						NA		NA		06/14/2001	
				To:	86-1103											
(1103)	0.31	710	R	From:	86-660						NA		NA		06/14/2001	
				To:	86-1102											
(1103)	0.22	330	R	From:							NA		NA		06/14/2001	
				To:	Dead End											
(1104)	0.25	160	R	From:	86-660						NA		NA		06/14/2001	
				To:	Dead End											
(1110)	0.18	100	R	From:	FR-5						NA		NA		06/14/2001	
				To:	FR-5											
(1112)	0.12	140	R	From:	86-1113						NA		NA		1998	
				To:	86-758											
(1113)	0.23	180	R	From:	NCL MARION						NA		NA		1998	
				To:	86-1112											
(1115)	0.45	100	R	From:	BEGIN LOOP						NA		NA		1998	
				To:	END LOOP											
(1115)	0.04	70	R	From:							NA		NA		06/14/2001	
				To:	86-1116											
(1115)	0.18	140	R	From:							NA		NA		06/14/2001	
				To:	86-659											
(1116)	0.07	20	R	From:	Cul-de-Sac						NA		NA		06/14/2001	
				To:	86-1115											
(1120)	0.07	200	R	From:	Dead End						NA		NA		06/11/2001	
				To:	FR-10											
(1125)	0.26	210	R	From:	BEGIN LOOP						NA		NA		1998	
				To:	END LOOP											
(1125)	0.02	220	R	From:							NA		NA		1998	
				To:	FR-4											

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						2Axle	3+Axle	1Trail	2Trail								
Smyth County																	
(1140)	0.09	NA				From:	86-658					NA		NA			
						To:	Cul-de-Sac										
(1141)	0.26	NA				From:	Cul-de-Sac					NA		NA			
						To:	Cul-de-Sac										
(1201)	0.11	60	R			From:	Dead End					NA		NA		06/28/2001	
(1201)	0.33	260	R			From:	86-1202; 86-1203					NA		NA		06/28/2001	
						To:	86-610										
(1202)	0.08	810	R			From:	86-610					NA		NA		06/28/2001	
						To:	86-1203										
(1202)	0.08	760	R			From:	86-1201; 86-1205					NA		NA		06/28/2001	
						To:											
(1203)	0.11	70	R			From:	Dead End					NA		NA		06/28/2001	
						To:	86-1202										
(1204)	0.18	140	R			From:	86-1205					NA		NA		06/28/2001	
						To:	86-610										
(1205)	0.08	120	R			From:	86-610					NA		NA		06/28/2001	
						To:	86-1204										
(1205)	0.09	110	R			From:	86-1201; 86-1202					NA		NA		06/28/2001	
						To:	86-1206 SOUTH										
(1205)	0.10	340	R			From:	86-1206 NORTH					NA		NA		06/28/2001	
						To:											
(1206)	0.41	160	R			From:	86-1205					NA		NA		06/28/2001	
						To:	86-1205										
(1207)	0.13	20	R			From:	Dead End					NA		NA		06/28/2001	
						To:	86-1205; 86-1206 NORTH										
(1301)	0.07	60	R			From:	86-762					NA		NA		06/28/2001	
						To:	86-1302										
(1302)	0.12	50	R			From:	86-1301					NA		NA		06/28/2001	
						To:	86-1303										
(1303)	0.07	60	R			From:	86-762					NA		NA		06/28/2001	
						To:	86-1302										
(1303)	0.07	30	R			From:	Cul-de-Sac					NA		NA		06/28/2001	
						To:											
(1310)	0.37	130	R			From:	Cul-de-Sac					NA		NA		06/28/2001	
						To:	86-600										
(1311)	0.27	60	R			From:	86-1310 WEST					NA		NA		06/28/2001	
						To:	86-1310 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
Smyth County																
(1401)	0.09	330	R	From:	86-718						NA			NA		06/25/2001
(1401)	0.35	220	R	To:	86-1402						NA			NA		06/25/2001
				From:	86-1403											
(1402)	0.09	130	R	To:	86-1403						NA			NA		06/25/2001
				From:	86-1401											
(1403)	0.07	260	R	To:	86-718						NA			NA		06/25/2001
(1403)	0.29	210	R	From:	86-1402						NA			NA		06/25/2001
				To:	86-1401											
(1420)	0.38	320	R	From:	86-648						NA			NA		06/25/2001
				To:	Cul-de-Sac											
(1421)	0.07	20	R	From:	Cul-de-Sac						NA			NA		1998
				To:	86-1420											
(1422)	0.09	40	R	From:	Cul-de-Sac						NA			NA		1998
				To:	86-1420											
(1423)	0.12	70	R	From:	Cul-de-Sac						NA			NA		1998
				To:	86-1420											
Town of Chilhowie																
(9812)	0.23	1100	R	From:	CHILHOWIE HIGH SCH						NA			NA		1995
				To:	US 11; 86-1009											
Smyth County																
(9813)	0.34	370	R	From:	86-630						NA			NA		1995
				To:	NORTHWOOD MID SCH											
(9814)	0.11	360	R	From:	86-601						NA			NA		1995
				To:	SUGAR GROVE ELEM SCH											
(9858)	0.15	570	R	From:	CHILHOWIE ELEM SCH						NA			NA		1995
				To:	US 11											
(9859)	0.16	NA		From:	86-634						NA			NA		
				To:	Dead End											
(749 98)	0.15	1500	N	From:	Wythe County Line					N	0.105	N	0.678	1600	N	2003
				To:	86-614 Smyth County Line											
Town of Marion																
(1 119)	N. Church St	0.22	NA	From:	Lee Street						NA			NA		
				To:	Catron Street											
(2 119)	Rte 645 Fowler St	0.02	1100	From:	WCL Marion					C	0.103	F	0.504	1100	G	2003
				To:	Chatham Hill Cir											
(3 119)	Pendleton St	0.11	NA	From:	Commerce St						NA			NA		
				To:	E Main St											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Marion																
<div>4452119</div>	Poston St	0.39	370	G	From:	US 11 Main St				F	0.110	F	0.758	400	G	2003
					To:	W Cherry St										
<div>4452119</div>	E Cherry St	0.21	3400	G	From:	S Park St				C	0.100	F	0.594	3600	G	2003
					To:	SR 16 Commerce St										
<div>4453119</div>	S Church St	0.77	2600	G	From:	SCL Marion				F	0.09	F	0.555	2700	G	2003
					To:	US 11; E Main St										
<div>4453119</div>	N Church St	0.11	1500	G	From:	1% 0% 1% 0%				C	0.107	F	0.585	1600	G	2003
					To:	Lee St										
<div>4453119</div>	Lee St	0.31	1500	G	From:	N Church St				C	0.103	F	0.595	1500	G	2003
					To:	US 11; N Main St										
<div>4453119</div>	Chatham Hill Rd	0.15	4900	G	From:	US 11; N Main St				F	0.093	F	0.804	5200	G	2003
					To:	Chilhowie St										
<div>4453119</div>	Chatham Hill Rd	1.16	2400	G	From:	1% 1% 1% 0%				C	0.093	F	0.589	2500	G	2003
					To:	NCL Marion										
<div>4454119</div>	Chilhowie St	0.96	1900	G	From:	WCL Marion				C	0.09	F	0.514	2000	G	2003
					To:	Chatham Hill Cir										
<div>4454119</div>	Chilhowie St	0.14	1900	G	From:	1% 0% 0% 0%				F	0.122	F	0.946	2000	G	2003
					To:	Main St										
<div>4459119</div>	Keller La	0.70	1400	G	From:	N Main St				C	0.105	F	0.537	1500	G	2003
					To:	NCL Marion										
<div>4461119</div>	Johnston Rd	0.15	2500	G	From:	ECL Marion				C	0.132	F	0.731	2700	G	2003
					To:	US 11 Main St										
Town of Saltville																
<div>1206295</div>	Palmer Ave	1.83	1400	G	From:	SCL Saltville				C	0.111	F	0.503	1400	G	2003
					To:	Lake Dr										
<div>1206295</div>	Palmer Ave	0.48	3100	G	From:	1% 0% 1% 0%				F	0.103	F	0.540	3100	G	2003
					To:	SR 91										
<div>1206295</div>	Allison Gap Rd	1.05	3800	G	From:	1% 1% 1% 0%				C	0.098	F	0.55	3800	G	2003
					To:	NCL Saltville										
Town of Marion																
1st Street		400	G	From:	Look Ave					0.109	F		420	G	2003	
				To:	Lincoln Ave											
Catron St		310	G	From:	Sprinkle Ave					0.118	F	0.65	330	G	2003	
				To:	Wolfe Ave											
Catron St		600	G	From:	Prescott Ave					0.107	F	0.586	630	G	2003	
				To:	Chilhowie St											
Cumberland St		380	G	From:	Clinton Ave					0.087	F	0.528	400	G	2003	
				To:	Hulldale Ave											
Dalton St		260	G	From:	Hulldale Ave					0.098	F	0.571	280	G	2003	
				To:	Greenway St											
Dogwood Dr		130	G	From:	Magnolia St					0.12	F	0.636	130	G	2003	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Town of Marion																	
E. Main St		1600	G	From:	Action Pl						0.106	F	0.757	1600	G	2003	
				To:	Oak St												
Hulldale Ave		100	G	From:	Cumberland St						0.177	F	0.539	110	G	2003	
				To:	Dead End												
Look Ave		490	G	From:	1St Street						0.108	F	0.5	520	G	2003	
				To:	Chilhowie St												
Magnolia St		220	G	From:	Dogwood Dr						0.146	F	0.507	240	G	2003	
				To:	Hemlock St												
Magnolia St		260	G	From:							0.13	F	0.583	270	G	2003	
				To:	Veteran St												
Mt View Dr		80	G	From:	Golf View						NA			90	G	2003	
				To:	Country Club Rd												
Park St		470	G	From:	Cherry St						0.09	F	0.544	500	G	2003	
				To:	Dead End S Of Cherry												
Patton Ave		80	G	From:	Cumberland St						0.127	F	0.565	90	G	2003	
				To:	Dead End												
Pearl St		670	G	From:	E. Cherry St						0.100	F	0.635	710	G	2003	
				To:	E. High St												
Pendleton St		NA		From:	Main St						NA			NA			
				To:	Commerce St												
S. Iron St		1100	G	From:	E. High St						0.099	F	0.513	1100	G	2003	
				To:	Walnut St												
Wassona Dr		1600	G	From:	Wassona Dr					C	NA			1700	G	2003	
				To:	Hemlock St												
Wassona Dr		1900	G	From:	98%	0%	1%	0%	1%	0%	C	0.1	F	0.505	2100	G	2003
				To:	Veteran St												
Wolfe Ave		240	G	From:	Oakley St						0.142	F	0.527	250	G	2003	
				To:	Dover St												
Town of Saltville																	
Mathieson Rd		NA		From:	Campbell Ave						NA			NA			
				To:	Greenbrier Dr												
Shaker Lane		NA		From:	Palmer Ave						NA			NA			
				To:	First Street												